Implementing Complete Streets Projects Using New and Existing Funds Question and Answer
NYS Prevention Agenda Webinar Series
November 6th, 2014

1. Given the national election on Tuesday and the shift in power in DC where do you see opportunities for local communities trying to advance Complete Streets in the next two years?
   a. Kristin Bennett: I think it’s going to be interesting to see what happens cause obviously the US Senate has flipped over and whether or not any progress - there has been an intent to create a new transportation bill and I’m sort of hoping there will be a willingness to have a bipartisan approach to move on that. Right now we have been existing on re-upping and extending existing Map-21 legislation. This is not uncommon, this has happened to past transportation bills and they all have been successful. I am hoping for that approach but we will see what happens.
   b. Nadine Lemmon: I would also encourage communities to look for local dollars. I have laid out a few different examples of how you can get some local dollars flowing into the project and how to concentrate on lower cost projects. There are options locally.

2. Please recap who, at the state level is the best person/office to talk with related to possible funding for complete streets?
   a. Nadine Lemmon: that’s a good question. I think your first step might be to talk not to the central office at NYS DOT but to work with your local regional MPO and also the bikeped coordinator as I laid out and I think they could really help you walk through who to contact. So find out what region you’re in and contact your local NYSDOT region.

3. Tomorrow, New York City will be lowering their speed limit from 30 to 25 MPH. This seems to be a cheap solution to improving the safety and livability of our community. Can other villages and towns in NYS decide to make the same change?
   a. Nadine Lemmon: unfortunately, they can’t at the moment. Basically there needs to be given authority from our NYS legislature. They have to pass a law saying statewide the statutory speed limit is no longer 30 but 25. 50 years ago the speed limit used to be 25 mph but they clicked it up so there is definitely advocacy on the way now to make sure they change that policy.

4. Are there any particular pots of money that communities can access to do improvements on their larger arterial roads, which tend to be most deadly for pedestrians and bicyclist?
   a. Kristin Bennett: sitting down if you do live in an area or work in an area that has a metro planning organization, really talking with their staff about what funding sources that are coming in and being triaged by the MPO- typically you’ll find larger ones.
receiving some of those surface transportation, STT dollars, or NHS, national highway system dollars and often those are locations where data driven highway safety improvement funds—those locations have the highest percentage of accident rates—those may be opportunities if perhaps there is an intersection that may be re-done as part of a safety project there may be improvements that can be made at that time.

5. Can you please talk about the difficulties and opportunities of initiating a successful Complete Streets policy in a heavily suburbanized area?

a. When the state law didn’t count the first year when we tried to do it, Tristate Transportation Campaign started working with some suburban areas out in Long Island to pass policies and they were very much – because Long Island has some of the most dangerous roads in the region. We have found lots of suburbanized areas, I know Westchester is working on it actively so I think one of the best things you can do is look at collision and crash data but you can also appeal to businesses. If you pass a policy and you make your streets more livable, it’s more likely people will get out of their car and start spending money down on main street. If you’re having trouble I encourage you to reach out to the business community and sell them on the concept.